

## Project Title

SR 509: Corridor Completion/I-5/South Access Road

## Project Description

The Federal Highway Administration (FHWA), the Washington State Department of Transportation (WSDOT), the Port of Seattle, King County, and the Cities of Des Moines and SeaTac propose to improve regional highway connections with an extension of SR 509 to serve future transportation needs in southwest King County and to enhance southern access to and from Seattle-Tacoma International Airport (Sea-Tac Airport) by means of a new South Access Road. To accommodate an interchange at Interstate 5 (I-5) and SR 509, improvements to I-5 between the vicinity of South 210th Street and South 310th Street are also proposed.

The configuration of the SR 509 freeway extension would be six lanes: two general purpose travel lanes and an inside high-occupancy vehicle (HOV) lane in each direction. The South Access Road would consist of two general purpose lanes in each direction, for a total of four lanes. In general, right-of-way widths would be at least 200 feet for the SR 509 freeway extension and at least 120 feet for the South Access Road. The width of the improvements to I-5 would vary depending on their location. Three build alternatives (Alternatives B, C2, and C3) and a no-action alternative (Alternative A) are considered in the Environmental Impact Statement (EIS) for the SR 509 mainline. In addition, three design options are considered for the last 1,000 feet of the South Access Road, known as the South Airport Link. The improvements to I-5 would be the same for each build alternative.

Under Alternative A (No Action), the SR 509 freeway extension, the South Access Road to Sea-Tac Airport, and the improvements to I-5 would not be built. This alternative, as well as the other alternatives, is defined in Chapter 2.

Under Alternative B, the SR 509 mainline would extend southward from its existing terminus at South 188th Street/12th Place South and intersect with I-5 in the vicinity of South 210th Street (Figure S-6). The freeway extension and the South Access Road would generally parallel each other in a north-south orientation on the west and east sides of Des Moines Creek Park, starting in the vicinity of South 208th Street and 24th Avenue South. The alignment would cross over Des Moines Creek and through Des Moines

Creek Park at its narrowest point. The length of the SR 509 freeway extension (including the South Access Road) under Alternative B would be approximately 3.8 miles.

Alternative C2, the Preliminary Preferred Alternative would begin at the existing SR 509 terminus at South 188th Street/12th Place South and intersect with I-5 in the vicinity of South 212th Street (Figure S-7). Alternative C2 would cross to the east on the north side of Des Moines Creek Park. The alignment would be elevated as it crossed the northeast corner of Des Moines Creek Park. The South Access Road interchange with SR 509 would be in the vicinity of South 208th Street and 24th Avenue South. The length of Alternative C2, including the South Access Road, would be approximately 3.2 miles.

Alternative C3 would begin at the existing SR 509 terminus at South 188th Street/12th Place South and intersect with I-5 in the vicinity of South 212th Street (Figure S-8). Like Alternative C2, Alternative C3 would cross to the east on the north side of Des Moines Creek Park; however, it would encroach further into the park than Alternative C2. Alternative C3 would also be elevated as it crossed the northeast corner of Des Moines Creek Park. The South Access Road interchange would occur in the vicinity of South 204th Street and 24th Avenue South. Under Alternative C3, the length of the SR 509 freeway extension, including the South Access Road, would be approximately 3.5 miles.

The South Airport Link, the last 1,000 feet of roadway connecting the South Access Road to the existing airport roadways, has three design options. At the south end, each design option crosses beneath South 188th Street and the southeast corner of Sea-Tac Airport via a tunnel. At the north end, the options would maintain both southbound and northbound connections from the upper and lower terminal drives.

The southbound improvements to I-5 would include two new collector-distributor (C/D) lanes between the SR 509 convergence and SR 516, two new auxiliary lanes from SR 516 to South 272nd Street, and a new auxiliary lane from South 272nd Street to approximately South 310th Street, where the proposed action would match with an auxiliary lane to be constructed for the Sound Transit I-5 @ South 317th Street Direct Access Ramp project. On northbound I-5, a new auxiliary lane would extend between South 272nd Street and the SR 516 interchanges, and two new C/D lanes would start at the SR 516 interchange to serve I-5 traffic exiting to SR 509 and SR 516 traffic entering I-5. In addition, a South 228th Street extension and underpass would be constructed, providing a direct connection to northbound I-5 from South 228th Street and from southbound I-5 to South 228th Street. Figure S-5 presents a schematic of the I-5 improvements. These improvements would cover approximately 6.7 miles.

## **Project Proponent and Lead Agency**

The Washington Department of Transportation is the project proponent. The lead agencies are the Federal Highway Administration, Washington State Department of Transportation, Port of Seattle, King County, City of SeaTac, and City of Des Moines, working in cooperation with the SR 509/South Access Road Executive Committee. This document is a combined NEPA/SEPA EIS.

## **Proposed Implementation Date**

Full buildout of the project would be completed and operational by approximately 2009.

## **Responsible Official and Contact Person**

Martin Palmer  
Environmental Program Manager  
Washington State Department of Transportation  
P.O. Box 330310  
Seattle, WA 98133-9710  
Telephone: (206) 440-4548

## **Permits, Licenses, and Other Required Actions or Approvals**

- U.S. Army Corps of Engineers
  - Section 404 of the Clean Water Act Permit
- Washington State Department of Ecology (Ecology)
  - Water Quality Certification, Section 401 of the Clean Water Act
  - National Pollutant Discharge Elimination System (NPDES) Stormwater Permit
  - NPDES Stormwater Site Plan—Individual
  - Coastal Zone Management Permit
  - Washington Department of Natural Resources
- Washington State Department of Natural Resources
  - Forest Practices Permit
- Washington State Department of Fish and Wildlife (WDFW)
  - Hydraulic Project Approval
- Cities of SeaTac, Des Moines, Federal Way, and Kent, and King County
  - Noise Variance

- Clearing Permit
- Critical Area Determination
- King County
  - Landfill Disturbance Permit (to be obtained by others)
- Federal Aviation Administration
  - Airport Highway Clearance

## **Authors and Principal Contributors**

This Revised Draft Environmental Impact Statement was prepared under the direction of the Federal Highway Administration and Washington State Department of Transportation. Research, analysis, and document preparation were provided by CH2M HILL, Shapiro and Associates, and other members of the consultant team as noted in Appendix C.

## **Date of Issue of Revised Draft EIS**

January 30, 2002

## **Time and Place of Public Open House and EIS Hearing**

Public Open House—February 12, 2002, from 4:00 p.m. to 8:00 p.m.

Public Open House and EIS Hearing—February 27, 2002, with open house from 4:00 p.m. to 6:30 p.m. immediately followed by the hearing at 6:30 p.m.

Location of Open House and EIS Hearing:

Highline Community College, Building #2  
2400 South 240th Street  
Des Moines, WA 98198

## **Date Comments on the Revised Draft EIS Are Requested**

March 25, 2002

## **Date of Final Action**

A Final EIS and a Record of Decision on the selected alternative are anticipated in late 2002.

## **Location of Background Data**

The technical discipline reports and other supporting documentation are maintained at the following locations:

Jim Leonard  
Federal Highway Administration  
711 South Capitol Way, Suite 501  
Olympia, WA 98501-1284  
(360) 753-9480

Benjamin Brown  
Washington State Department of Transportation  
Documentation Program Manager  
15700 Dayton Avenue North  
PO Box 330310  
WSDOT MS NB82-138  
Seattle, WA 98133-9710  
(206) 440-4528

John White  
Washington State Department of Transportation  
Project Engineer  
6431 Corson Avenue South  
WSDOT MS 61  
Seattle, WA 98108  
(206) 768-5680

## **Cost of Document and Availability**

Additional copies of the Revised Draft EIS can be obtained by contacting:

John White, P.E.,  
Project Engineer  
6431 Corson Avenue South  
WSDOT MS 61  
Seattle, WA 98108  
(206) 768-5680

The cost of this document is \$50, which does not exceed the cost of printing and mailing.

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